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Agenda item 7

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**STRATEGIC PLAN OF THE ORGANIZATION, INCLUDING THE REPORT OF THE
AD HOC COUNCIL WORKING GROUP**

**Report of the fifth intersessional meeting of the *Ad Hoc* Council Working Group
on the Organization's Strategic Plan**

Note by the Secretary-General

SUMMARY

<i>Executive summary:</i>	This document contains the report of the fifth intersessional meeting of the <i>Ad Hoc</i> Council Working Group on the Organization's Strategic Plan (CWGSP 5)
<i>Action to be taken:</i>	Paragraph 2
<i>Related documents:</i>	C 88/D, C 93/D, C 94/D, C 94/3(e)/1 and C 94/3(e)/2; and resolutions A.942(23), A.943(23) and A.944(23)

Background

1 The Council, at its eighty-eighth session (C 88/D, paragraph 13.1), decided to establish an *Ad Hoc* Council Working Group under the chairmanship of its Vice-Chairman, Mr. J. Franson (Sweden), to draft a strategic plan for the Organization. The Working Group has subsequently met on four occasions. The Council, at its ninety-fourth session, on the basis of progress made, agreed revised Terms of Reference for the *Ad Hoc* Group (C 94/3(e)/2, as amended) in order to finalize work on the Plan and its related high-level action plan. The *Ad Hoc* Council Working Group met at its fifth session from 19 to 21 September 2005 and its report is set out at annex.

Action requested of the Council

2 The Council is invited to consider the outcome of the fifth intersessional meeting of its *Ad Hoc* Working Group on the Organization's Strategic Plan, at annex; and:

- .1 note the Working Group's conclusions on the analysis of data collected and collated against the agreed performance indicators, in general, and, in particular to:
 - .1 instruct the Secretariat to make proposals on performance indicators for *the monitoring of trends in the Organization's output related to the work of other UN bodies* and also on *the effect on efficiency of shipping of IMO measures* and, in addition, to further consider the availability of

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- statistics to monitor the strategic direction related to the impact of shipping on the environment (paragraph 6); and
- .2 concur with its recommendation that the strategic direction on goal-based standards be monitored through a performance indicator on *progress towards development of the goal-based standards concept* (paragraph 6); and
 - .3 note the Working Group's advice to the Council in paragraphs 7.1 to 7.5 of its report and bring these issues to the attention of the Committees in the context of the prioritization of their work during the next biennium (paragraph 7);
- .2 note the Working Group's consideration of the provisional draft Strategic Plan rolled forward for the period 2006 to 2011, in general, and, in particular to:
- .1 instruct the Secretariat to make proposals for a suitable performance indicator on implementation and compliance (P.I. No.3), pending adoption by the Assembly, of the Voluntary IMO Member State Audit Scheme and the Code for Implementation of Mandatory IMO Instruments; and to amend indicator 9 to read: (a) 3-year rolling average of the sulphur content of fuel oil delivered to ships; (b) estimates of the tonnes of SO_x, NO_x [and CO₂] released from ships subject to IMO instruments; and (c) ratio of estimated tonnage of SO_x and NO_x released annually per tonne-mile of cargo carried by sea (paragraph 13);
 - .2 approve the revised Strategic Plan and its related Assembly resolution and forward it to the twenty-fourth regular session of the Assembly for adoption (paragraph 15 and annex 2);
- .3 note the Working Group's consideration of high-level action plan and prioritized Committees' output for the 2006-2007 biennium, in general, and, in particular to:
- .1 concur with its recommendations not to add a high-level action on co-operation, consultation and co-ordination with other international organizations and stakeholders on matters related to the facilitation of maritime traffic and not to amend the text on monitoring and improving Conventions by the addition of a reference to the development of Conventions (paragraph 19);
 - .2 concur with its recommendations that three new high-level actions on facilitation matters be included in the high-level action plan related to the Strategic Direction on the efficiency of shipping and the inclusion of a new high-level action on the identification of the developmental needs of SIDS and LDC (paragraph 20);
 - .3 bring the additional outputs in paragraphs 22.2 to 22.6 to the attention of the Committees and also urge them to set aside sufficient time at their future sessions for considering the high-level actions and their associated priorities for the next biennium in order to ensure that they both accurately and concisely describe their planned activities (paragraph 23);

- .4 approve the draft high-level action plan and prioritized Committees' output for the 2006-2007 biennium and its related Assembly resolution and forward it to the twenty-fourth regular session of the Assembly for adoption (paragraph 25 and annex 3);
- .4 note the Working Group's consideration of proposed revised reporting arrangements in the light of adoption of the Strategic Plan and concur with its recommendations on reporting arrangements in paragraphs 27.1 to 27.4 and approve the summarized reporting cycle in diagrammatic form (paragraph 28 and annex 4); and
- .5 approve the report in general.

ANNEX

**AD HOC COUNCIL WORKING GROUP
ON THE ORGANIZATION'S STRATEGIC PLAN
19 to 21 September 2005**

REPORT OF THE FIFTH MEETING

GENERAL

1 The *Ad Hoc* Working Group on the Organization's Strategic Plan met from 19 to 21 September 2005 under the chairmanship of Mr. J. Franson (Sweden).

2 The meeting was attended by representatives from the following Member Governments:

BAHAMAS	REPUBLIC OF KOREA
BRAZIL	REPUBLIC OF MOLDOVA
DENMARK	RUSSIAN FEDERATION
FRANCE	SAUDI ARABIA
GHANA	SINGAPORE
IRAN, ISLAMIC REPUBLIC OF	SOUTH AFRICA
ITALY	SPAIN
JAPAN	SWEDEN
LIBERIA	TURKEY
MARSHALL ISLANDS	UNITED KINGDOM
NETHERLANDS	UNITED STATES
PANAMA	VENEZUELA
PORTUGAL	

ADOPTION OF THE AGENDA

3 The Working Group recalled that, following consideration by C 94 of the recommendations emanating from its previous session, its Terms of Reference (TOR) had been revised. The Working Group noted that the work to be undertaken at the session was summarized in separate agenda items in its provisional agenda (CWGSP 5/1). In adopting its agenda (annex 1), the Working Group also agreed that a record of decisions should be prepared by the Secretariat as the meeting progressed with the final report of the session to be compiled by the Secretariat in consultation with the Chairman after the meeting. This report includes those decisions agreed by the Working Group.

REVIEW OF THE DATA MEASURED AGAINST THE PERFORMANCE INDICATORS

4 In its revised TOR, the Working Group was requested to review the data collected and collated against the agreed performance indicators since C 92 and, on the basis of any relevant conclusions drawn, make proposals for amending Assembly resolution A.944(23) – the Strategic Plan for the Organization (for the six-year period 2004 to 2010).

5 To aid the Working Group in its work, the Council, at its ninety-fourth session, had instructed the Secretariat to prepare an analysis of the data and to draw any relevant conclusions. In its general consideration of that analysis (CWGSP 5/2), the Working Group agreed that the

performance indicators provided a useful assessment of the Organization's performance towards meeting its strategic directions. The Working Group noted some weaknesses in the effectiveness of the performance indicators in monitoring progress in some areas of the Strategic Plan but agreed that they should not be subject to detailed review at the current time, pending more experience being gained in their use and consideration of subsequent analyses following the adoption of the high-level action plan and its associated biennial priorities. The Working Group also agreed that, notwithstanding some negative indications of performance in the analysis, the data collected on ships and lives lost, as well as that on pollution of the marine environment, demonstrated continually improving flag State performance.

6 The Working Group agreed that some of the weaknesses identified in the performance indicators highlighted in the analysis should be addressed and, therefore, invited the Council to instruct the Secretariat to make proposals on performance indicators regarding *the monitoring of trends in the Organization's output related to the work of other UN bodies* and also on *the effect on efficiency of shipping of IMO measures* and, in addition, to further consider the availability of statistics to monitor the strategic direction related to the adverse impact of shipping on the environment (No.7). The Working Group also agreed to recommend to the Council that the strategic direction on goal-based standards (No.10) should be monitored through a performance indicator on *progress towards development of the goal-based standards concept*.

7 On the basis of the analysis of the data collected and collated against the performance indicators to date, the Working Group agreed to advise the Council that:

- .1 more effort needs to be put into both implementation and maintenance of standards by all stakeholders in the chain of responsibility;
- .2 even more weight should be given by the Organization to the strategic objective of increasing emphasis on the human element across the chain of responsibility;
- .3 the Organization's efforts to reduce piracy and armed robbery need to be further enhanced;
- .4 more should be done by the Organization with other stakeholders to enhance the image of shipping and, at the same time, more needs to be done to reduce those factors which negatively impact the record of shipping in the eyes of civil society; and
- .5 more effort needs to be directed by the Committees towards identifying high-level actions and related outputs in order to address the strategic directions on enhancing the quality of shipping and environmental consciousness,

and invited the Council to bring these issues to the attention of the Committees in the context of the prioritization of their work during the next biennium.

REVIEW OF THE ORGANIZATION'S STRATEGIC PLAN

8 The Working Group reviewed a provisional draft of a revised Strategic Plan (CWGSP 5/3) 'rolled forward' for the period 2006 to 2011, taking into account the outcome of its consideration of the analysis of the data collected and collated against the performance indicators in the Strategic Plan.

9 In considering the trends, developments and challenges facing the Organization over the new Strategic Plan period, the Working Group agreed to include a reference to services in the section on Globalization (paragraph 2.2); to update references in the section on Heightened maritime security concerns (paragraph 2.4) and to include a reference to vital shipping lanes; to add in the section on Heightened environmental consciousness (paragraph 2.5): Concern for the environment has also extended to concerns over the safest and most effective measures for the recycling of ships; and also agreed to add a new related challenge for IMO: to make new ships more environmentally-friendly by adopting the ‘cradle to grave’ concept for new ships whilst facilitating practicable solutions for the recycling of existing ships. The Working Group also agreed to update references in the section on People at sea (paragraph 2.6), and to include references to continuing piracy and armed robbery and security.

10 In considering the section on The importance of capacity-building in ensuring universal and uniform application of IMO instruments (paragraph 2.7), the Working Group noted the importance of the Organization’s technical co-operation activities in assisting developing countries to meet the requirements in IMO instruments and also the on-going demands on the technical co-operation programme and agreed to reflect this in the text accordingly. On the basis of its consideration of the analysis on the performance indicator data, the Working Group agreed to add a new challenge for IMO in the section on Technology as a major driving force for change in the maritime transport sector (paragraph 2.9), to read: ensure that new equipment for use on board ships is designed and manufactured with the needs, skills and abilities of all users in mind.

11 In considering the strategic directions in the provisional draft Strategic Plan, the Working Group agreed to re-order the text in the section on Enhancing the status and effectiveness of IMO (paragraph 3.1), in order to clarify the text and to reflect the layout used elsewhere in the Plan. In line with its consideration of the challenges facing the Organization’s technical co-operation activities, the Working Group agreed to delete the word ‘emerging’ from the relevant strategic direction (paragraph 3.1.3.3).

12 In the section on Developing and maintaining a comprehensive framework for safe, secure, efficient and environmentally-sound shipping, the Working Group agreed to amend the text to reflect its discussion on the trends, developments and challenges facing the Organization to include reference to vital shipping lanes and the frequency of stowaway incidents (paragraph 3.2.2). In order to also reflect the human element provisions under the safety and security sections of the Strategic Plan in the section on the marine environment, the Working Group agreed to include a reference to increasing the emphasis on the role of the human element in environmentally sound shipping (paragraph 3.2.3).

13 The Working Group recalled that, in the list of performance indicators in the first Strategic Plan (Table 1), two indicators (P.I. Nos.3 and 9) remained to be developed when the Plan was adopted by the Assembly as resolution A.944(23). The Working Group reviewed those indicators and agreed to invite the Council to instruct the Secretariat to make proposals for a suitable indicator on implementation and compliance (P.I. No.3), pending adoption by the Assembly, of the Voluntary IMO Member State Audit Scheme and the Code for Implementation of Mandatory IMO Instruments; and on indicator 9, to amend it to read: (a) 3-year rolling average of the sulphur content of fuel oil delivered to ships; (b) estimates of the tonnes of SO_x, NO_x [and CO₂] released from ships subject to IMO instruments; and (c) ratio of estimated tonnage of SO_x and NO_x released annually per tonne-mile of cargo carried by sea. The Working Group agreed that the reference to CO₂ should remain in square brackets pending agreement on a tested and verified methodology for measuring its emission from ships.

14 The Working Group agreed that separate Assembly resolutions be adopted: one each for the Strategic Plan and the high-level action plan. The Working Group considered and agreed a draft Assembly resolution for the adoption of the revised Strategic Plan (CWGSP 5/3/1), subject to minor editorial amendments.

15 On the basis of its consideration of the provisional draft Strategic Plan and the outcome of its consideration of the analysis of the data collected and collated against the performance indicators, the Working Group agreed the revised Strategic Plan rolled forward for the period 2006 to 2011 and its related Assembly resolution at annex 2. The Council is invited to approve the revised Strategic Plan and its related Assembly resolution and forward it to the twenty-fourth regular session of the Assembly for adoption.

REVIEW OF THE ORGANIZATION'S HIGH-LEVEL ACTION PLANS AND PRIORITIZED COMMITTEES' OUTPUT FOR THE 2006-2007 BIENNIUM

16 The Working Group recalled that the Council, at its ninety-third session (15 to 19 November 2004), had considered the report of the fourth session of the Group and had endorsed the Working Group's decisions on the draft high-level action plan and on outcome-based priorities. The Council had, therefore, instructed the Secretariat to prepare outline proposals to guide the Committees in their consideration of priorities for the next biennium.

17 The Working Group noted that the Committees had considered the draft high-level action plan and had identified their related outcome-based priorities for the 2006-2007 biennium (CWGSP 5/4) which, under its revised TOR, the Working Group had been requested to consider.

18 The Working Group recalled that the high-level action plan provides the link between the strategic directions and the detailed outputs of the Committees and will also form the basis for future monitoring and reporting of progress against the Organization's strategic objectives. The Working Group also recalled its aim of achieving a fully integrated work planning and budgeting system for the Organization and, in noting the on-going transition to the revised programme structure it had developed, expressed the view that, in the future, in order to provide a comprehensive description of the Organization's output and thus facilitate the monitoring of progress and the identification of the contribution that those outputs make to the Organization's wider strategic objectives, the output expected from the Secretariat in support of those objectives should also be linked to the high-level actions. As an example, the Working Group recalled the on-going activities under the Technical Co-operation programme whereby the Secretariat, in conjunction with other stakeholders, was working to promote enhanced safety standards on domestic passenger ships – work which was not explicitly referenced as a high-level action but which nevertheless contributed to the Organization's strategic objectives in respect of the safety of human life at sea and enhancing technical, operational and safety management standards.

19 In considering amendments to the draft high-level action plan, the Working Group firstly agreed those amendments that were consequential to its proposed amendments to the Strategic Plan. The Working Group also considered amendments proposed by the Committees and agreed not to recommend to Council the addition of a high-level action on co-operation, consultation and co-ordination with other international organizations and stakeholders on matters related to the facilitation of maritime traffic as the action was adequately addressed in the related high-level actions (reference numbers 1.2.1 and 1.1.2). The Working Group also agreed to recommend to

the Council not to amend the text on monitoring and improving Conventions by the addition of a reference to the development of Conventions (reference 2.0.1) as the related Strategic Direction (No.2) aimed at fostering compliance and implementation.

20 The Working Group agreed to recommend to the Council that three new high-level actions on facilitation matters be included in the high-level action plan related to the Strategic Direction on the efficiency of shipping (No.8) and, in noting the lack of a high-level action related to the Strategic Direction on SIDS and LDC (No.9), agreed to the inclusion of a new high-level action on the identification of the developmental needs of SIDS and LDC. The Working Group also noted that a number of strategic directions did not have related high-level actions (see also paragraph 7.5 above) but did not consider this to be necessarily problematical as it was anticipated that the high-level actions would be subject to detailed review more frequently than the Strategic Plan.

21 In its detailed consideration of the planned output of the Committees for the 2006-2007 biennium, the Working Group noted that, as the output was an amalgamation of the proposals made by all the Committees, there was duplication in some areas and instances of similar outputs allocated to different elements of the high-level action plan. The Working Group also noted that some of the descriptions of anticipated outputs related more closely to the processes involved rather than the expected result or outcome. The Working Group therefore reviewed the planned outputs and made editorial improvements to the text and also consolidated outputs where appropriate. The Working Group also instructed the Secretariat to undertake a final review of the outputs to remove any remaining expressions which were either unclear or ambiguous.

22 The Working Group invited Council to include additional Committee outputs related to certain high-level actions, as follows (reference numbers are references to the numbered high-level actions):

- .1 a note clarifying the tabulation of outputs (1.1.1);
- .2 reports on results of consultations and liaison (1.2.1);
- .3 urgent follow-up on the issue of fires and explosions on chemical tankers and product tankers under 20,000 dwt operating without inert gas systems (5.2.3);
- .4 report on status of the FAL Convention (8.1);
- .5 report on the attention given by the Committees to SIDS and LDC (9.1); and
- .6 guidance to the Secretariat on the development of GISIS and access to information (12.3.1 and 13.2.1).

23 The Working Group also invited the Council to bring these additional outputs to the attention of the Committees and also to urge them to set aside sufficient time at their future sessions for considering the high-level actions and their associated priorities for the next biennium in order to ensure that they both accurately and concisely describe their planned activities and work.

24 The Working Group considered and agreed a draft Assembly resolution for the adoption of the high-level action plan and priorities for the 2006-2007 biennium, (CWGSP 5/4/1), subject to minor editorial amendments.

25 The Council is invited to approve the draft high-level action plan and prioritized Committee's output for the 2006-2007 biennium and its related Assembly resolution at annex 3 and to forward it to the twenty-fourth regular session of the Assembly for adoption.

ANY OTHER BUSINESS

26 The Working Group recalled that, at its fourth session (October 2004) it had considered proposals for modifications to the arrangements for reporting the Organization's performance to Council (CWGSP 4/8) in the light of the adoption of the Strategic Plan and its related performance indicators. The Working Group also recalled that, in considering the proposals for revised reporting arrangements, the Working Group had expressed its support to their broad thrust and agreed that the provisional timetables developed by the Secretariat (annexed to CWGSP 4/8) would provide a useful guide for the planning of its future work. The Working Group had not, however, made any recommendations to the Council on the proposed revised reporting arrangements.

27 The Working Group reviewed the proposed revised reporting arrangements and agreed to recommend to the Council, the following:

- .1 to dispense with the current 'budget prospects' reports and programme delivery reports submitted by the Secretary-General to the Council at June sessions as only a minor proportion of work has been completed and changes in external price factors are minimal at the time of preparation of this report;
- .2 the Secretary-General to provide a comprehensive report to the Council at the November sessions consolidating the priorities delivered, work done and budget performance based on the actual financial data up to 30 September and the estimated out-turn for the year;
- .3 the Secretary-General to provide an Annual Report for consideration by Council at its June sessions with the final accounts of the Organization for the previous year summarizing the major achievements; priorities set; financial highlights and an analysis of performance based on the performance indicators; and
- .4 to establish a working group (e.g. CWGSP) in the second half of the second year of the biennium to:
 - .1 review the Secretary-General's Annual Report and data collated against the performance indicators;
 - .2 review high-level action plans and progress against the objectives in the Strategic Plan;
 - .3 make proposals for priorities for the next biennium; and
 - .4 review the reporting arrangements.

28 Taking into account its recommendations, the Working Group considered and agreed a summarized reporting cycle in diagrammatic form (annex 4) which it invited the Council to approve.

ACTION REQUESTED OF THE COUNCIL

29 The Council is invited to consider the outcome of the fifth intersessional meeting of the *ad hoc* Council Working Group and to:

- .1 note the Working Group's conclusions on the analysis of data collected and collated against the agreed performance indicators, in general, and, in particular to:
 - .1 instruct the Secretariat to make proposals on performance indicators for *the monitoring of trends in the Organization's output related to the work of other UN bodies* and also on *the effect on efficiency of shipping of IMO measures* and, in addition, to further consider the availability of statistics to monitor the strategic direction related to the impact of shipping on the environment (paragraph 6); and
 - .2 concur with its recommendation that the strategic direction on goal-based standards be monitored through a performance indicator on *progress towards development of the goal-based standards concept* (paragraph 6); and
 - .3 note the Working Group's advice to the Council in paragraphs 7.1 to 7.5 of its report and bring these issues to the attention of the Committees in the context of the prioritization of their work during the next biennium (paragraph 7);
- .2 note the Working Group's consideration of the provisional draft Strategic Plan rolled forward for the period 2006 to 2011, in general, and, in particular to:
 - .1 instruct the Secretariat to make proposals for a suitable performance indicator on implementation and compliance (P.I. No.3), pending adoption by the Assembly, of the Voluntary IMO Member State Audit Scheme and the Code for Implementation of Mandatory IMO Instruments; and to amend indicator 9 to read: (a) 3-year rolling average of the sulphur content of fuel oil delivered to ships; (b) estimates of the tonnes of SO_x, NO_x [and CO₂] released from ships subject to IMO instruments; and (c) ratio of estimated tonnage of SO_x and NO_x released annually per tonne-mile of cargo carried by sea (paragraph 13);
 - .2 approve the revised Strategic Plan and its related Assembly resolution and forward it to the twenty-fourth regular session of the Assembly for adoption (paragraph 15 and annex 2);

- .3 note the Working Group's consideration of high-level action plan and prioritized Committees' output for the 2006-2007 biennium, in general, and, in particular to:
 - .1 concur with its recommendations not to add a high-level action on co-operation, consultation and co-ordination with other international organizations and stakeholders on matters related to the facilitation of maritime traffic and not to amend the text on monitoring and improving Conventions by the addition of a reference to the development of Conventions (paragraph 19);
 - .2 concur with its recommendations that three new high-level actions on facilitation matters be included in the high-level action plan related to the Strategic Direction on the efficiency of shipping and the inclusion of a new high-level action on the identification of the developmental needs of SIDS and LDC (paragraph 20);
 - .3 bring the additional outputs in paragraphs 22.2 to 22.6 to the attention of the Committees and also urge them to set aside sufficient time at their future sessions for considering the high-level actions and their associated priorities for the next biennium in order to ensure that they both accurately and concisely describe their planned activities (paragraph 23);
 - .4 approve the draft high-level action plan and prioritized Committees' output for the 2006-2007 biennium and its related Assembly resolution and forward it to the twenty-fourth regular session of the Assembly for adoption (paragraph 25 and annex 3);
- .4 note the Working Group's consideration of proposed revised reporting arrangements in the light of adoption of the Strategic Plan and concur with its recommendations on reporting arrangements in paragraphs 27.1 to 27.4 and approve the summarized reporting cycle in diagrammatic form (paragraph 28 and annex 4); and
- .5 approve the report in general.

ANNEX 1

AGENDA

**for the fifth session of the *Ad Hoc* Council Working Group
on the Organization's Strategic Plan held at
IMO Headquarters, 4 Albert Embankment, London SE1 7SR
From Monday, 19 September 2005 to Wednesday, 21 September 2005**

Opening of the session

- 1 Adoption of the agenda
- 2 Review of the data measured against the performance indicators
- 3 Review of the Organization's Strategic Plan
- 4 Review of the Organization's high-level action plans and prioritized Committees' output for the 2006-2007 biennium
- 5 Any other business
- 6 Consideration and adoption of summary of decisions

ANNEX 2

DRAFT ASSEMBLY RESOLUTION
STRATEGIC PLAN FOR THE ORGANIZATION
(FOR THE SIX-YEAR PERIOD 2006 TO 2011)

THE ASSEMBLY,

RECALLING Part I of the Convention on the International Maritime Organization and, in particular, Article 1(a) thereof,

RECALLING ALSO Part II of the Convention and, in particular, Articles 2(a) and (c) thereof,

RECALLING FURTHER resolutions A.900(21) on Objectives of the Organization in the 2000s; A.901(21) on IMO and Technical Co-operation in the 2000s; and A.909(22) on Policy-making in IMO – Setting the Organization's policy and objectives,

RECALLING, IN PARTICULAR, the directions given, at its twenty-second session, to the Council to prepare the Organization's strategic plan outlining the Organization's broad direction and strategic objectives, and the adoption, at its twenty-third session, of resolution A.944(23) on the Strategic Plan for the Organization for the period 2004 to 2010,

BEING COMMITTED to ensuring the fulfilment of the Organization's aims and objectives in a uniform manner on a global basis and to the setting of clear priorities for the purpose of achieving them,

HAVING CONSIDERED the recommendations of the Council at its twenty-third extraordinary session:

1. APPROVES the Strategic Plan for the Organization, as set out in the attached Annex, for the six-year period 2006 to 2011, comprised of:

- (a) the Mission Statement;
- (b) the trends, developments and challenges in the shipping and maritime world the Organization is anticipated to face over the aforementioned period;
- (c) the strategic directions for the Organization, based on the emerging trends, developments and challenges; and
- (d) performance indicators for the assessment of the performance of the Organization;

2. REQUESTS the Council and the Secretary-General, as appropriate, to monitor progress and analyse, as necessary, mechanisms to review and update progress made under the Plan, taking into account the high-level action plan developed by the Organization;

3. DIRECTS the Council to review the Plan every biennium;

4. DECIDES to review the Organization's progress against the Plan at its twenty-fifth regular session on the basis of a Council report;
5. REVOKES resolution A.944(23).

ANNEX

STRATEGIC PLAN FOR THE ORGANIZATION (FOR THE SIX-YEAR PERIOD 2006 to 2011)

This, the Organization's Strategic Plan, covers the six-year period 2006 to 2011. It comprises four sections:

- .1 the Mission Statement;
- .2 the trends and developments in the shipping and maritime world and the related challenges for the Organization;
- .3 the strategic directions that the Organization wishes to take over the period;
- .4 a series of performance indicators.

1 MISSION STATEMENT

1.1 The mission of the International Maritime Organization (IMO) as a United Nations specialized agency is to promote safe, secure, environmentally sound, efficient and sustainable shipping through co-operation. This will be accomplished by adopting the highest practicable standards of maritime safety and security, by efficiency of navigation, and by the prevention and control of pollution from ships, as well as through consideration of the related legal matters and effective implementation of IMO's instruments with a view to their universal and uniform application.

2 TRENDS, DEVELOPMENTS AND CHALLENGES

2.1 In its work to achieve its mission in an ever-changing world, the Organization faces many challenges. The Organization's strategic directions have been developed in the context of the trends and developments in today's shipping industry, as enumerated below.

Globalization

2.2 Today's globalized world is characterized by freer movement of people, goods, services and information. It is a more interconnected world, in which the actions taken in one place have implications elsewhere. As commerce has expanded, shipping has taken on greater importance as the major facilitator of global trade. Globalization has also given rise to new players in the maritime arena. For instance, powerful shipping conglomerates and alliances, as well as global terminal operators, wield increasing influence on global trade, the maritime transport sector and shipping matters at large. There is concern that shipping standards might be compromised by the forces of liberalization and competition sweeping through the maritime sector. At the same time,

there has also been increased interaction between IMO and other intergovernmental organizations, as well as non-State actors such as industry and special interest groups, in response to the need for a more comprehensive and inclusive approach to shipping matters.

The challenge for IMO is to:

- .1 be proactive in identifying trends and developments affecting shipping;*
- .2 adopt a comprehensive and inclusive approach to shipping matters;*
- .3 provide an effective and efficient response to shipping trends, developments and incidents, and in doing so, stave off regional or unilateral tendencies which conflict with the Organization's regulatory framework; and*
- .4 involve the whole of the IMO membership in the formulation and adoption of policy.*

Heightened maritime safety concerns

2.3 Enhancing maritime safety, by ensuring that each link in the chain of responsibility fully meets its obligations, is a priority for the maritime community as a whole. Flag, port and coastal States, shipowners, classification societies and other stakeholders all have an important role to play in collectively implementing, maintaining and raising the standards of shipping. Access to information, transparency, and an inclusive approach in developing measures for the uniform and effective implementation of IMO instruments are also critical success factors in enhancing maritime safety.

The challenge for IMO is to enhance technical, operational and safety management standards and to eliminate shipping that fails to meet and maintain these standards at all times. A further challenge is to identify and evaluate factors influencing safety culture and to turn them into practical and effective mechanisms for further developing a quality and safety culture throughout the maritime community.

Heightened maritime security concerns

2.4 The terrorist attacks of 11 September 2001 sent shock waves throughout the maritime and port community, compelling IMO Member States and intergovernmental and non-governmental organizations collectively to introduce new measures to the maritime transport sector designed to enhance maritime and port security, and to protect against disruptions to global trade including vital shipping lanes. Following the adoption of amendments to SOLAS introducing the International Ship and Port Facility Security Code, the measures must be implemented effectively in order to enhance global maritime security. At the same time, there are growing concerns that security measures must not unduly affect the efficiency of shipping and port operations, the more so in an interconnected world which is so highly dependent on seaborne trade.

The challenge for IMO is to promote the effective implementation of the security measures, and to instil a security consciousness in ship and port facility operations, at the same time ensuring that the right balance is struck in trade facilitation and that the flow of seaborne trade continues to be smooth and efficient.

Heightened environmental consciousness

2.5 The public is clearly growing intolerant of environmental pollution from shipping incidents, as the experience of several accidents shows. Moreover, the heightened concern at the impact of global shipping activities on the environment has given impetus to efforts such as those aimed at ensuring the preservation of aquatic systems and preventing the introduction of harmful substances from ships into the marine environment. Concern for the environment has also extended to concerns over the safest and most effective measures for the recycling of ships.

The challenge for IMO, in line with the global emphasis on sustainable development, is to:

- .1 be proactive in identifying and addressing shipping activities that could have an adverse impact on the environment;*
- .2 develop effective responses to shipping incidents in order to mitigate their impact on the environment; and*
- .3 make new ships more environmentally friendly by adopting the 'cradle to grave' concept for new ships whilst facilitating practicable solutions for the recycling of existing ships.*

People at sea

2.6 In the context of IMO's fundamental mission to protect the lives of all those at sea, the advent of passenger ships with capacities of several thousands, the increased use of ferries and high-speed craft to provide essential regional and archipelagic links, the growing number of migrants transported by sea, continuing piracy and armed robbery and the continuing loss of seafarers' lives at sea have all heightened the concerns relating to the safety of human life at sea and the success of search and rescue operations in the case of distress, in particular the safe and secure operation of ships and whether current response capabilities are adequate to deal with emergencies.

The challenge for IMO, therefore, is to ensure the adequacy of all systems used in ensuring the safety of life at sea, including those concerned with large concentrations of people.

The importance of capacity-building in ensuring universal and uniform application of IMO instruments

2.7 The Integrated Technical Co-operation Programme (ITCP) is crucial for assisting developing countries implement IMO instruments for safer and more secure shipping and enhanced environmental protection. The importance of the ITCP increases further with every new instrument adopted by the IMO. There are concerns about IMO's capacity to meet the historical and growing needs of developing countries for technical assistance and, in particular, about the long-term financial sustainability of the ITCP.

The challenge for IMO is to ensure an equitable and sustainable means of funding the ITCP and to improve its delivery and effectiveness.

Shifting emphasis onto people

2.8 Human performance in all sections of the maritime industry is a major cause of shipping incidents. IMO will continue its efforts to address this problem. As IMO strives for full compliance with its instruments, their effectiveness will come under scrutiny with each shipping mishap resulting from human error. On the other hand, technological advances will offer new opportunities, which IMO can harness in order to enhance the contribution of the human element to safer shipping.

The challenge for IMO is to place increased emphasis on the contribution of the human element to safer and more secure shipping and continuously to improve measures aimed at enhancing human performance in the maritime industry.

Technology as a major driving force for change in the maritime transport sector

2.9 Technological developments have created new opportunities, but may also have negative consequences. New opportunities therefore exist to further develop various IMO initiatives, from safety and security to environmental protection. Developments in communications and information technology will provide opportunities to develop knowledge management so as to increase transparency and accessibility to information.

The challenge for IMO is to:

- .1 ensure that the technological developments adopted are conducive to enhancing maritime safety, security and protection of the environment;*
- .2 ensure the proper application of information technology within the Organization and provide enhanced access to that information for the shipping industry and others; and*
- .3 ensure that new equipment for use on board ships is designed and manufactured with the needs, skills and abilities of all users in mind.*

3 STRATEGIC DIRECTIONS

Introduction

The strategic directions for enabling IMO to achieve its mission objectives in the years ahead can be considered under three broad categories:

- .1 enhancing the status and effectiveness of the Organization;
- .2 developing and maintaining a comprehensive framework for safe, secure, efficient and environmentally sound shipping; and
- .3 enhancing the profile of shipping and instilling a quality culture and environmental conscience.

The Organization's performance in these three categories will be monitored through a series of performance indicators. The numbers of the applicable indicators are listed for each strategic direction.

3.1 Enhancing the status and effectiveness of IMO

- .1 IMO is the primary international forum for technical matters affecting international shipping. An inclusive and comprehensive approach to such matters will be a hallmark of IMO. In order to maintain that primacy, it will:
 - .1 further develop its role in maritime affairs *vis-à-vis* other intergovernmental organizations, so as to be able to deal effectively and comprehensively with complex cross-agency issues;
 - .2 actively engage the various stakeholders – new and existing – in the shipping arena, including non-governmental organizations, industry and the public in general, to ensure a more inclusive approach to decision-making; and
 - .3 actively seek to reap synergies and avoid duplication of effort made by other UN agencies in shipping matters.

The related performance indicators are: 1, 2, 3, 16 and 17

- .2 IMO will foster global compliance with its instruments governing international shipping and will promote their uniform implementation by Member States.

The related performance indicators are: 1, 2 and 3 and 14

- .3 IMO will strengthen its capacity-building programmes and will focus on:
 - .1 developing capacity-building partnerships with governments, organizations and industry;
 - .2 ensuring the long-term sustainability of the ITCP;
 - .3 meeting the needs of its developing member States; and
 - .4 improving the delivery, utilization and effectiveness of its technical co-operation programmes.

The related performance indicators are: 1, 14 and 15

- .4 Internally, IMO should be able to respond effectively and efficiently to emerging trends, developments, and challenges. It will strive for excellence in institutional governance and management. The Council will provide visionary leadership, Committees will be optimally structured and IMO will be supported by an effective and efficient Secretariat. The Secretariat will be endowed with sufficient resources and expertise to realize the Organization's work plans within approved biennial appropriations, and the Organization will make effective use of information and communication technology in management and administration.

The related performance indicator is: 16

3.2 Developing and maintaining a comprehensive framework for safe, secure, efficient and environmentally sound shipping

- .1 IMO's highest priority will be the safety of human life at sea. In particular, greater emphasis will be accorded to:
 - .1 ensuring that all systems related to enhancing the safety of human life at sea are adequate, including those concerned with large concentrations of people;
 - .2 enhancing technical, operational and safety management standards;
 - .3 eliminating shipping that fails to meet and maintain these standards on a continuous basis; and
 - .4 increasing the emphasis on the role of the human element in safe shipping.

The related performance indicators are: 3, 4, 5, 11, 12 and 13

- .2 IMO will seek to enhance the security of the maritime transport network including vital shipping lanes and reduce piracy and armed robbery against ships as well as the frequency of stowaway incidents by:
 - .1 promoting a comprehensive and co-operative approach, both among Member States within the Organization and between the IMO and other intergovernmental and non-governmental organizations;
 - .2 raising awareness of IMO security measures and promoting their effective implementation; and
 - .3 increasing the emphasis on the role of the human element and safeguarding the human rights of seafarers in secure shipping.

The related performance indicators are: 3, 6, 7, 11, 12 and 15

- .3 IMO will focus on reducing and eliminating any adverse impact of shipping on the environment by:
 - .1 identifying and addressing possible adverse impacts;
 - .2 developing effective measures for mitigating and responding to the impact on the environment caused by shipping incidents and operational pollution from ships; and
 - .3 increasing the emphasis on the role of the human element in environmentally sound shipping.

The related performance indicators are: 8, 9, 10, 11 and 12

- .4 IMO will seek to ensure that measures to promote safe, secure and environmentally sound shipping do not unduly affect the efficiency of shipping. It will also, constantly review such measures to ensure their adequacy, effectiveness and relevance, using the best available tools.

The related performance indicators are: 1, 2 and 3

- .5 IMO will pay special attention to the shipping needs of small island developing States (SIDS) and the least developed countries (LDC).
- .6 IMO will establish goal-based standards for the design and construction of new ships.

The related performance indicator is: 18

3.3 Enhancing the profile of shipping, quality culture and environmental conscience

- .1 IMO, in partnership with other stakeholders, will seek to raise the profile of the safety, security and environmental records of shipping in the eyes of civil society by:
- .1 actively publicizing the vital importance of shipping as a safe, secure and environmentally sound mode of transport for goods and people, and underlining the role of the Organization in that regard; and
 - .2 actively developing its community relations programmes.

The related performance indicators are: 4(b), 5(b), 6, 7, 8, 10, 11 and 14

- .2 IMO will take the lead in enhancing the quality of shipping by:
- .1 encouraging the utilization of the best available techniques not entailing excessive costs, in all aspects of shipping;
 - .2 encouraging proper management of ships;
 - .3 promoting and enhancing the availability of, and access to, information – including casualty information – relating to ship safety and security (i.e. transparency);
 - .4 ensuring that all stakeholders understand and accept their responsibilities regarding safe, secure and environmentally sound shipping by developing a ‘chain of responsibility concept’ among them; and
 - .5 identifying, correlating and evaluating the factors, including human interaction on board ships, that influence safety and security culture, and developing practical and effective mechanisms to address them.

The related performance indicators are: 3, 11 and 12

- .3 IMO will seek to enhance environmental conscience within the shipping community by:
 - .1 strengthening awareness of the need for a continuous reduction of the adverse impact of shipping on the environment;
 - .2 promoting and enhancing the availability of, and access to, information relating to environmental protection (i.e. transparency); and
 - .3 encouraging the use in shipping of the best available environmental technology not entailing excessive costs, in line with the goal of sustainable development.

The related performance indicators are: 10, 11 and 12

4 PERFORMANCE INDICATORS

4.1 The performance indicators in the Table have been developed in the context of the Organization's Mission Statement and on the basis of the Strategic Directions, with the aim of achieving the following:

- .1 safe shipping;
- .2 secure shipping;
- .3 environmentally sound shipping;
- .4 efficient shipping;
- .5 sustainable shipping;
- .6 adoption of the highest practicable standards;
- .7 implementation of instruments;
- .8 capacity-building.

TABLE

Indicators		Definition
1	Accessions to conventions	Percentage of IMO Member States that have ratified each IMO convention and protocol
2	Entry into force	Percentage and number of conventions adopted but which have not entered into force
3	Implementation and compliance	To be developed by the Secretariat, pending adoption by the Assembly of the Voluntary IMO Member State Audit Scheme and the Code for the Implementation of Mandatory IMO instruments
4	Lives lost	(a) Number of lives lost (seafarers and passengers) due to safety-related* accidents and incidents on ships subject to IMO conventions and other instruments (b) Ratio of lives lost (seafarers and passengers) due to safety-related accidents and incidents on ships subject to IMO conventions and other instruments, to total number of lives at risk
5	Ships lost	(a) Number of ships subject to IMO conventions lost for any safety-related* reason other than those declared constructive total losses for insurance purposes (b) Ratio of ships subject to IMO conventions lost for any safety-related reason, other than those declared constructive total losses for insurance purposes, to total number of ships subject to IMO conventions
6	Security failures	Number of ships and lives lost due to security failures and number of terrorist incidents on ships subject to SOLAS chapter XI-2
7	Piracy and armed robbery	Number of ships and lives lost due to piracy and armed robbery and number of such incidents against ships engaged on international voyages
8	Ship-generated water pollution	(a) Tonnes of harmful substances discharged into the sea operationally or accidentally from ships subject to IMO instruments (b) Number of spills occurring from ships subject to IMO instruments (c) Ratio of oil (cargo and bunkers) discharged into the sea to total quantities carried by sea
9	Ship-generated air pollution	(a) 3-year rolling average of the sulphur content of fuel oil delivered to ships (b) Tonnes of NO _x , SO _x [and CO ₂] released from ships subject to IMO instruments (c) Ratio of estimated tonnage of SO _x and NO _x released annually per tonne-mile of cargo carried by sea
10	Environmental Conscience	(a) Usage of Global Environment Fund (GEF) by IMO (b) Number of projects sponsored, initiated and funded by IMO regarding ship design (c) Number of collaborative agreements with regional groups responding to pollution such as: REMPEC, ROCRAM, Barcelona Convention
11	PSC detention rate	Port State control detention rates as analysed by the various bodies of the Organization on the basis of data submitted by Member States
12	PSC non-compliance rate	Port State control non-compliance rates as analysed by the various bodies of the Organization on the basis of data submitted by Member States
13	Fraudulent Certificates	Number of fraudulent certificates and endorsements of any type reported to IMO

* i.e. **not** accidents and incidents which are due to security failures, acts of piracy and armed robbery or whose prevention is addressed by other international conventions.

Indicators		Definition
14	Delivery of technical assistance	(a) Percentage of planned activities delivered (b) Activities delivered: percentages planned and unplanned (c) Number of partnerships with Governments, organizations and industry (d) Number of trainees in IMO institutions and IMO-sponsored workshops
15	Sustainability of ITCP	Proportion of funding from donor sources and internal sources
16	Cycle time	Time taken to develop IMO conventions and other instruments compared to planned time
17	IMO's role	(a) Size of IMO membership compared to UN membership (b) Level of participation of IGOs and approved NGOs at IMO meetings
18	Goal-based standards	Progress towards development of the goal-based standards concept

ANNEX 3

DRAFT ASSEMBLY RESOLUTION

**HIGH-LEVEL ACTION PLAN OF THE ORGANIZATION AND PRIORITIES
FOR THE 2006-2007 BIENNIUM**

THE ASSEMBLY,

RECALLING the directives contained in resolution A.500(XII) concerning the co-ordination of the work of the Committees by the Council, taking into account the views of the Committees on priorities and their responsibilities for substantive technical and legal matters,

RECALLING ALSO the directives contained in resolution A.777(18) concerning the work methods and organization of work in Committees and their subsidiary bodies; resolution A.900(21) concerning the objectives of the Organization in the 2000s; and resolution A.901(21) concerning Technical Co-operation in the 2000s,

RECALLING FURTHER resolution A.[...](24) by which it approved the Strategic Plan for the Organization for the six-year period 2006 to 2011,

HAVING CONSIDERED the recommendation of the Council at its ninety-third session to discontinue the Organization's Long-term Work Plan,

HAVING CONSIDERED ALSO the proposals of the Council, at its twenty-third extraordinary session, for the adoption of a high-level action plan and related priorities for the 2006-2007 biennium, which have been prepared on the basis of the Strategic Plan taking into account input from the Maritime Safety Committee, the Legal Committee, the Marine Environment Protection Committee, the Technical Co-operation Committee and the Facilitation Committee:

1. ENDORSES the decision of the Council to discontinue the preparation of the Organization's Long-term Work Plan comprising an indicative list of subjects for consideration by the Organization, as a consequence of the adoption of the Strategic Plan and the high-level action plan;
2. APPROVES the high-level action plan and priorities for the 2006-2007 biennium as set out in the Annex to the present resolution;
3. REQUESTS the Council, the Maritime Safety Committee, the Legal Committee, the Marine Environment Protection Committee, the Technical Co-operation Committee and the Facilitation Committee, when reporting on their work to the Assembly at its twenty-fifth regular session, to report progress towards fulfilling the Organization's aims and objectives using the framework of the high-level actions and planned biennial outcomes;
4. FURTHER REQUESTS all Committees, when considering proposals for new work programme items, to ensure that the issues to be addressed are those which fall within the scope of the Strategic Plan;

5. ALSO REQUESTS all Committees to review their guidelines for the organization and method of their work and, as appropriate, that of their subsidiary bodies, in order to require that submissions for new work programme items include an indication of how they relate to the scope of the Strategic Plan;
6. STRESSES that the high-level action plan and related outputs, and especially those involving amendments to existing conventions, particularly those which have been in force for a short period, should take fully into account the directives in resolution A.500(XII), and that due attention should be given to the requirement that a well-documented compelling need must be demonstrated for the development and adoption of new or revised standards;
7. REITERATES ITS REQUEST to the Council and all Committees, when making recommendations for their work programmes during the Strategic Plan period, to bear in mind the desirability of not scheduling more than one diplomatic conference in each year, save in exceptional circumstances;
8. REVOKES resolution A.943(23).

ANNEX

HIGH-LEVEL ACTION PLAN

- 1 The Organization's Strategic Plan for the period 2006 to 2011 (A...(24)) includes thirteen key strategic directions for enabling IMO to achieve its mission objectives. In order for the Organization to effectively address these strategic objectives, a high-level action plan had been developed which identifies the necessary actions required and also provides the linkage between the Organization's strategy and the work of the Committees.
- 2 The high-level action plan is presented in two parts:
 - Part 1: identifies the high-level actions necessary to achieve the strategic objectives in the Strategic Plan; and
 - Part 2: identifies the priorities for the 2006-2007 biennium in response to those identified actions.
- 3 The progress of the Organization towards fulfilling its aims and objectives will be monitored through the series of performance indicators in the Strategic Plan and also through monitoring the Committees' progress against their planned output for the biennium.

PART 1

HIGH-LEVEL ACTION PLAN

High-level actions

Strategic Direction from A.944(23)			High-level actions		
1	IMO is the primary international forum for technical matters affecting international shipping	.1	Further develop its role in maritime affairs <i>vis-à-vis</i> other intergovernmental organizations, so as to be able to deal effectively and comprehensively with complex cross-agency issues	.1	Take the lead and actively promote its role as the primary international forum on matters within its purview
				.2	Co-operate with the United Nations and other international bodies on matters of mutual interest
		.2	Actively engage the various stakeholders – new and existing – in the shipping arena, including non-governmental organizations, industry and the public in general, to ensure a more inclusive approach to decision-making	.1	Further encourage the active participation of all stakeholders to achieve the Organization’s mission objectives through consultation and liaison
		.3	Actively seek to reap synergies and avoid duplication of efforts made by other UN agencies in shipping matters	.1	Consider issues under the United Nations Law of the Sea Convention relevant to the role of the Organization
				.2	Follow-up to the activities of UNCED and WSSD, including prevention of marine pollution from offshore oil and gas activities
				.3	Monitor developments within GESAMP and make full use of the knowledge available and gained
				.4	Promote facilitation measures
				.5	Harmonize IMO instruments with other relevant international instruments, as necessary
2	IMO will foster global compliance with its instruments governing international shipping and will promote their uniform implementation by Member States			.1	Monitor, and improve Conventions, etc. and provide interpretation thereof if requested by Member States
				.2	Encourage and support implementation of the Voluntary IMO Member State Audit Scheme
				.3	Encourage the worldwide provision of maritime search and rescue services
3	IMO will strengthen its capacity-building programmes	.1	Developing capacity-building partnerships with governments, organizations and industry	.1	Participate in environmental programmes with UNDP, UNEP, World Bank, etc.
				.2	Establish partnerships with governments, organizations and industry to enhance the delivery of IMO’s capacity-building programmes
				.3	Promote and strengthen partnerships with global maritime training institutions and training programmes
		.2	Ensuring the long-term sustainability of the ITCP	.1	Mobilize and allocate financial or in-kind resources including the promotion of technical and economic co-operation among developing countries (TCDC and ECDC)
				.2	Establish an equitable mechanism to ensure the sustainable financing of the ITCP
		.3	Meeting the emerging needs of its developing Member States	.1	Establish arrangements at HQ and in developing regions to identify the emerging needs of developing States in general and the developmental needs of SIDS and LDCs in particular
		.4	Improving the delivery, utilization and effectiveness of its technical co-operation programmes	.1	Consider and prioritize the ITCP
				.2	Strengthen the role of women in the maritime sector
				.3	Develop new measures to deliver technical assistance
				.4	Undertake regular TC impact assessments

Strategic Direction from A.944(23)			High-level actions	
4	Internally, IMO should be able to respond effectively and efficiently to emerging trends, developments, and challenges. It will strive for excellence in institutional governance and management			<p>.1 Ensure that the Organization, within agreed appropriations, uses its resources efficiently and effectively</p> <p>.2 Create a knowledge and information-based Organization through improved management and dissemination of information making use of appropriate technology</p> <p>.3 Enhance transparency in the Organization's operations</p> <p>.4 Keep under review working methods and processes</p>
5	IMO's highest priority will be the safety of human life at sea	.1	Ensuring that all systems related to enhancing the safety of human life at sea are adequate, including those concerned with large concentrations of people	<p>.1 Review adequacy of passenger ship safety provisions</p> <p>.2 Development and review of safe evacuation, survival, recovery and treatment of people following maritime casualties or in case of distress</p>
		.2	Enhancing technical, operational and safety management standards	<p>.1 Keep under review the technical and operational safety aspects of all types of ships, including fishing vessels</p> <p>.2 Development and review of training and watchkeeping standards and operational procedures for maritime personnel</p> <p>.3 Keep under review standards for safe handling and carriage by sea of solid and liquid cargoes carried in bulk and packaged form</p> <p>.4 Keep under review measures to improve navigational safety, including ships' routing, ship reporting systems, vessel traffic services, requirements and standards for shipborne navigational aids and systems</p> <p>.5 Monitor the operation of the global maritime distress and safety system</p>
		.3	Eliminating shipping that fails to meet and maintain these standards on a continuous basis	.1 Keep under review flag and port State procedures for the control of ships
		.4	Increasing the emphasis on the role of the human element in safe shipping	.1 Develop a strategy for the work related to the role of the human element including the chain of responsibility in maritime safety
6	IMO will seek to enhance the security of the maritime transport network, including vital shipping lanes; and to reduce piracy and armed robbery against ships as well as the frequency of stowaway incidents	.1	Promoting a comprehensive and co-operative approach, both among Member States within the Organization and between the IMO and other intergovernmental and non-governmental organizations	<p>.1 Keep under review measures (e.g. ISPS Code) to enhance security for ships and port facilities including the ship/port interface and shipping lanes of strategic importance</p> <p>.2 Keep under review the adequacy of the legal framework to suppress unlawful acts against ships and fixed platforms through the SUA Convention and its Protocol</p>
		.2	Raising awareness of IMO security measures and promoting their effective implementation	<p>.1 Promulgate information on prevention and suppression of acts of piracy and armed robbery against ships</p> <p>.2 Assist developing regions in their introduction and implementation of effective security measures and measures against piracy and armed robbery against ships</p>
		.3	Increasing the emphasis on the role of the human element and safeguarding the human rights of seafarers in secure shipping	<p>.1 Actively participate in work of the Joint IMO/ILO <i>Ad Hoc</i> Expert Working Groups on issues related to safeguarding the human rights of seafarers</p> <p>.2 Develop a strategy for the work related to the role of the human element in maritime security</p>

Strategic Direction from A.944(23)			High-level actions	
7	IMO will focus on reducing and eliminating any adverse impact of shipping on the environment	.1	Identifying and addressing possible adverse impacts	.1 Monitor pollution and adverse impact on the marine environment caused by ships and their cargoes .2 Keep under review measures to reduce adverse impact on the marine environment by ships and their cargoes .3 Monitor and keep under review the provision of reception facilities in ports and their adequacy .4 Consider the need for the development of measures to prevent and control marine pollution from small craft
		.2	Developing effective measures for mitigating and responding to the impact on the environment caused by shipping incidents and operational pollution from ships	.1 Keep under review the guidelines on the identification of places of refuge .2 Keep under review the adequacy of the legal framework .3 Foster co-operation and mutual assistance between Member States under the provisions of the OPRC Convention and OPRC-HNS Protocol
		.3	Increasing the emphasis on the role of the human element in environmentally sound shipping	
8	IMO will seek to ensure that measures to promote safe, secure and environmentally sound shipping do not unduly affect the efficiency of shipping. It will also constantly review such measures to ensure their adequacy			.1 Promote wider acceptance of the FAL Convention and adoption of measures contained therein, to work towards the universal implementation of measures to facilitate international maritime traffic .2 Ensure that an appropriate balance is maintained between measures to enhance maritime security and measures to facilitate international maritime traffic .3 Encourage the use of information and communication technology to drive continuous improvement and innovation in the facilitation of maritime traffic
9	IMO will pay special attention to the shipping needs of small island developing States (SIDS) and the least developed countries (LDC)			.1 Identify the developmental needs of SIDS and LDC
10	IMO will establish goal-based standards for the design and construction of new ships			.1 Develop goal-based standards for the design and construction of new ships
11	IMO, in partnership with other stakeholders, will seek to raise the profile of the safety, security and environmental records of shipping in the eyes of civil society	.1	Actively publicizing the vital importance of shipping as a safe, secure and environmentally sound mode of transport for goods and people, and underlining the role of the Organization in that regard	.1 Raise awareness of the role of international shipping in world trade and the global economy and the importance of the Organization's role
		.2	Actively developing its community relations programmes	.1 Actively promote and encourage the development of community relations programmes
12	IMO will take the lead in enhancing quality of shipping	.1	Encouraging the utilization of the best available techniques not entailing excessive costs, in all aspects of shipping	.1 Use formal safety assessment techniques in the development of technical standards .2 Use risk-based tools that take account of costs and the human element in the development of operational standards
		.2	Encouraging proper management of ships	.1 Keep under review the effectiveness of the ISM Code with regard to safety and protection of the marine environment

Strategic Direction from A.944(23)			High-level actions		
		.3	Promoting and enhancing the availability of, and access to, information – including casualty information – relating to ship safety and security (i.e. transparency)	.1	Consider the wider dissemination of information, analyses and decisions, taking account of the financial implications
		.4	Ensuring that all stakeholders understand and accept their responsibilities regarding safe, secure and environmentally sound shipping by developing a 'chain of responsibility concept' among them	.1	Raise awareness of the chain of responsibility concept among all stakeholders through organizations that have consultative status
		.5	Identifying, correlating and evaluating the factors, including human interaction on board ships, that influence safety and security culture, and developing practical and effective mechanisms to address them		
13	IMO will seek to enhance environmental consciousness within the shipping community	.1	Strengthening awareness of the need for a continuous reduction of the adverse impact of shipping on the environment		
		.2	Promoting and enhancing the availability of, and access to, information relating to environmental protection (i.e. transparency)	.1	Consider the wider dissemination of information, analyses and decisions, taking account of the financial implications
		.3	Encouraging the use in shipping of the best available environmental technology not entailing excessive costs, in line with the goal of sustainable development		

PART 2

HIGH-LEVEL ACTION PLAN

Priorities for the 2006-2007 biennium

High-level actions		Planned output of the Committees - 2006-2007
ENHANCE STATUS AND EFFECTIVENESS OF IMO		
1.1.1	Take the lead and actively promote its role as the primary international forum on matters within its purview	Note: Outputs of the Committees meeting this high-level action are tabulated against the most relevant high-level actions Draft convention on wreck removal
1.1.2	Co-operate with the United Nations and other international bodies on matters of mutual interest	Policy input to ITU-R study group 8 Policy input to ITU re: radiocommunication issues Policy input to ILO re: seafarer issues Policy input to IHO re: hydrographic matters and promotion of ENC's covering various parts of the globe Policy input to WMO re: meteorological matters Policy input to ICAO re: GNSS and SAR issues Policy input to IMO/FAO Working Group on IUU fishing and related matters Policy input to IALA re: VTS, aids to navigation and AIS matters Policy input to ISO TC 8 for development of industry consensus standards Guidelines in conjunction with ILO on fair treatment of seafarers Policy input on implementation of IMO guidelines on provision of financial security in case of abandonment of seafarers, and IMO guidelines on shipowners' responsibilities in respect of contractual claims for personal injury to or death of seafarers Policy input to the IMO/ILO/Basel Convention Working Group on ship recycling PSSA charting methods and symbols in co-operation with IHO Formalized emergency arrangements with IAEA for response to nuclear/radiological emergencies from ships, including IMO contribution to next version of the "Joint Radiation Emergency Management Plan of the International Organizations" Policy input to the UN Sub-Committee on Dangerous Goods for the harmonization of inter-modal transport of dangerous goods Policy input to the IMO/FAO Working Group on IUU fishing and related marine litter/garbage issues (MARPOL Annex V) Policy input to the GMA process

High-level actions		Planned output of the Committees - 2006-2007
ENHANCE STATUS AND EFFECTIVENESS OF IMO		
		<p>Policy input to the GHS (Global Harmonized System) for classification of chemical substances</p> <p>Policy input to a proposed new GESAMP and evaluation of bulk chemicals by the GESAMP-EHS Working Group</p> <p>A conceptual linkage between the goals of the ITCP and the Millenium Development Goals</p> <p>Policy input to UNECE and UNCEFACT: trade facilitation and electronic transmission of information related matters</p> <p>Policy input to WCO: clearance of ships, persons and cargoes; and security of supply chain related matters</p> <p>Policy input to UNODC/WCO: prevention and control of illicit drug trafficking related matters</p>
1.2.1	Further encourage the active participation of all stakeholders to achieve the Organization's mission objectives through consultation and liaison	Reports on results of consultation and liaison
1.3.1	Consider issues under the United Nations Law of the Sea Convention relevant to the role of the Organization	Identification of PSSAs, taking into account Article 211 and other related articles of UNCLOS
1.3.2	Follow-up to the activities of UNCED and WSSD, including prevention of marine pollution from offshore oil and gas activities	Capacity-building follow-up actions reflected in the ITCP Contributions to the follow-up to UNCED and WSSD
1.3.3	Monitor developments within GESAMP and make full use of the knowledge available and gained	Amendments to the IMDG Code and supplements and IBC and BCH Codes Hazard profiles of products omitted from the IBC Code due to missing data and evaluation of newly-submitted substances
1.3.4	Promote facilitation measures	
1.3.5	Harmonize IMO instruments with other relevant international instruments, as necessary	Harmonized provisions relating to the safe, secure and efficient carriage of dangerous goods following participation in the activities of UN CETDG and GHS, and IAEA Amendments to the ICAO/IMO IAMSAR manual Training standards for ratings in STCW Convention and Code (transfer from ILO) Amendments to the IMDG Code and MARPOL Annex III with regard to marine pollutants
2.1	Monitor and improve Conventions, etc. and provide interpretation thereof if requested by Member States	Guidelines on addressing inconsistencies in IMO instruments with respect to life-saving appliances Explanatory notes for harmonized SOLAS chapter II-1 Revised guidelines on major modifications (MSC/Circ.650) Revised Code for the investigation of marine casualties and incidents Revised Civil Liability and Fund Conventions, as necessary

High-level actions		Planned output of the Committees - 2006-2007
ENHANCE STATUS AND EFFECTIVENESS OF IMO		
2.2	Encourage and support implementation of the voluntary IMO Member State Audit Scheme	<p>Guidance on implementation of the HNS Convention</p> <p>Guidelines and interpretations on the 2002 Athens Protocol and other liability and compensation conventions</p> <p>Summary reports and analysis of mandatory reports under MARPOL</p> <p>Amendments to MARPOL Annexes I to VI</p> <p>Unified interpretations of the MARPOL regulations</p> <p>Guidelines for the BWM Convention</p> <p>Clarified boundaries between MARPOL and London Convention 1972</p> <p>Reports on the average sulphur content of residual fuel oil supplied for use on board ships</p> <p>Guidelines for enforcement of MARPOL Annex I</p> <p>Model training course for auditors to prepare for/undertake audits</p> <p>Capacity-building aspects of the scheme reflected in the ITCP</p> <p>Input to the Model training course for auditors for the component of the course related to marine environment protection</p>
2.3	Encourage the worldwide provision of maritime search and rescue services	<p>Technical guidance for establishment of regional MRCCs and MRSCs in Africa supported by SAR Fund</p> <p>Further development of the Global SAR plan for the provision of maritime SAR Services</p> <p>Guidance of medical assistance in SAR services</p> <p>ITCP sub-programme contributing to the world-wide provision of maritime SAR services</p>
3.1.1	Participate in environmental programmes with UNDP, UNEP, WORLD BANK, etc.	Guidance to the Secretariat concerning the environmental programmes and projects to which the Organization contributes or executes, such as GEF projects, UNEP projects and programmes, including UNDP and WB projects and the IMO/UNEP forum on regional co-operation in combating marine pollution
3.1.2	Establish partnerships with governments, organizations and industry to enhance the delivery of IMO's capacity-building programmes	<p>Guidance to the Secretariat concerning partnerships with the industry (global initiative) aiming at promoting implementation of the OPRC Convention and the OPRC-HNS Protocol</p> <p>Implementation of resolution A.965(23), Development and Improvement of Partnership Arrangements for Technical Co-operation</p>
3.1.3	Promote and strengthen partnerships with global maritime training institutions and training programmes	<p>Global programme on enhancement of maritime training capacities</p> <p>An OPRC-HNS model training course and a BWM training package</p>

High-level actions		Planned output of the Committees - 2006-2007
ENHANCE STATUS AND EFFECTIVENESS OF IMO		
3.2.1	Mobilize and allocate financial or in-kind resources including the promotion of technical and economic co-operation among developing countries (TCDC and ECDC)	TCDC reflected in ITCP and partnerships
3.2.2	Establish an equitable mechanism to ensure the sustainable financing of the ITCP	Mechanism on sustainable financing of the ITCP for consideration by the Council and the Assembly
3.3.1	Establish arrangements at HQ and in developing regions to identify the emerging needs of developing States in general and the developmental needs of SIDS and LDCs in particular	Reports on arrangements established and needs of SIDS/LDC reflected in ITCP Reports on the effectiveness of the regional co-ordinators in the implementation of the ITCP
3.4.1	Consider and prioritize the ITCP	An approved ITCP for 2008/2009 Input to the ITCP on maritime safety and security; environmental protection; facilitation and legislation
3.4.2	Strengthen the role of women in the maritime sector	An enhanced programme on integration of women in the maritime sector.
3.4.3	Develop new measures to deliver technical assistance	Proposals for wider use of e-learning and use of internet to provide training and advisory services. Guidance on effective access to IMO information Training aids and methodologies targeted on the special needs of developing countries
3.4.4	Undertake regular TC impact assessments	Agreed parameters for the ITCP Impact Assessment Exercise (IAE) covering 2004-2007, including a focus on maritime security
4.1	Ensure that the Organization, within agreed appropriations, uses its resources efficiently and effectively	Approved report on ITCP implementation for 2004-2005
4.2	Create a knowledge and information-based Organization through improved management and dissemination of information making use of appropriate technology	Technical guidance to the Secretariat on establishment and maintenance of the Global Integrated Shipping Information System (GISIS) Up-to-date inventory of technical co-operation activities related to maritime safety, security and environment protection (MARTECAID) and updated IMO Compendium of Maritime Training Institutes Guidance on establishment and maintenance of information system as part of the GISIS platform as appropriate (databases, website). Bulk Chemical database, CAS database, port reception facilities database, SOPEP database, BWM website, OPRC and OPRC-HNS website, ship recycling website
4.3	Enhance transparency in the Organization's operations	
4.4	Keep under review working methods and processes	Revised Committees' guidelines

High-level actions		Planned output of the Committees - 2006-2007
DEVELOPING AND MAINTAINING A COMPREHENSIVE FRAMEWORK FOR SAFE, SECURE, EFFICIENT AND ENVIRONMENTALLY SOUND SHIPPING		
5.1.1	Review adequacy of passenger ship safety provisions	SOLAS amendments and performance standards Guidelines on passenger ships Revised guidelines on cross-flooding (resolution A.266(VIII)) Amendments to SOLAS chapter II-2 for safe areas and increased survivability
5.1.2	Development and review of safe evacuation, survival, recovery and treatment of people following maritime casualties or in case of distress	Performance standards for evacuation guidance systems Measures to prevent accidents with lifeboats Guidance on compatibility of life-saving appliances Amendments to SOLAS chapter III, the LSA Code and the Recommendation on testing of life-saving appliances Test standards for extended service intervals for inflatable liferafts
5.2.1	Keep under review the technical and operational safety aspects of all types of ships, including fishing vessels	Mandatory requirements for gas-fuelled ships Amendments to the MODU Code Amendments to resolution A.744(18) Amendments to the 1994 and 2000 HSC Codes and the DSC Code Amendments to the SPS Code SOLAS amendments on emergency towing systems in ships other than tankers greater than 20,000 dwt Revised Intact Stability Code Performance standards for protective coatings Explanatory notes for harmonized SOLAS chapter II-1 Amendments to LL Convention Revision of the OSV Guidelines Revised 2000 HSC Code and amendments to the DSC Code and 1994 HSC Code Guidelines to enhance the safety of small fishing vessels, particularly in developing countries

High-level actions		Planned output of the Committees - 2006-2007
DEVELOPING AND MAINTAINING A COMPREHENSIVE FRAMEWORK FOR SAFE, SECURE, EFFICIENT AND ENVIRONMENTALLY SOUND SHIPPING		
5.2.2	Development and review of training and watchkeeping standards and operational procedures for maritime personnel	<p>Guidelines on safety aspects of ballast water exchange</p> <p>Guidelines on training and education for fatigue prevention, mitigation and management</p> <p>Amendments to STCW Convention on training for control and management of ship's ballast water</p> <p>Specifications of minimum standards of competence for personnel on oil, chemical and gas tankers</p> <p>Report on a review of methods for demonstration of competence in STCW Code Chapter VI</p> <p>Report on a review of performance of GMDSS operator's certificate holders</p> <p>Amendments to the STCW Convention and Code on minimum training and certification requirements for SSO's</p> <p>Amendments to STCW Code on training requirements for launching/recovering operations of fast rescue boats and means of rescue in adverse weather conditions</p> <p>Revised resolution A.890(21) – Principles of safe manning</p> <p>Input to the revision of the model training course on chemical carriers</p> <p>Input to the revision of model course on the revised MARPOL Annexes I and II</p>
5.2.3	Keep under review standards for safe handling and carriage by sea of solid and liquid cargoes carried in bulk and packaged form	<p>SOLAS amendments to make the BC Code mandatory</p> <p>Amendments to the BC Code</p> <p>Amendments to the IMDG Code and supplements</p> <p>Guidelines for chemical tankers carrying benzene</p> <p>Amendments to the IBC and BCH Code</p> <p>Urgent follow-up on the issue of fires and explosions on chemical tankers and product tankers under 20,000 deadweight tonnes operating without inert gas systems</p>

High-level actions		Planned output of the Committees - 2006-2007
DEVELOPING AND MAINTAINING A COMPREHENSIVE FRAMEWORK FOR SAFE, SECURE, EFFICIENT AND ENVIRONMENTALLY SOUND SHIPPING		
5.2.4	Keep under review measures to improve navigational safety, including ships' routing, ship reporting systems, vessel traffic services, requirements and standards for shipborne navigational aids and systems	<p>Guidelines on effective voyage planning for passenger ships</p> <p>Revised performance standards for INS and IBS</p> <p>New routing measures and mandatory reporting systems including associated protective measures for PSSAs</p> <p>Guidance on the use of ECDIS and development of ENC</p> <p>Revision of the performance standards for VDRs and S-VDRs</p> <p>Update of world-wide radionavigation systems</p> <p>Revision of the performance standards for ECDIS</p> <p>Technical guidance for the Marine Electronic Highway Demonstration Project</p> <p>Guidance on interpretation of UNCLOS provisions <i>vis-à-vis</i> IMO instruments</p>
5.2.5	Monitor the operation of the Global Maritime Distress and Safety System (GMDSS)	<p>Guidelines on emergency radiocommunications including false alerts</p> <p>Further development of the GMDSS master plan on shore-based facilities</p> <p>Amendments to NAVTEX, SafetyNET and MSI Manuals</p> <p>Amendments to SOLAS chapter IV</p> <p>Revised performance standards, in particular for SART</p> <p>Amendments to resolution A.888(20) and recognition of new satellite service providers for GMDSS</p>
5.3.1	Keep under review flag and port State procedures for the control of ships	<p>Guidelines on port State control of seafarers' working hours</p> <p>Revised guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers (resolution A.744(18))</p> <p>Guidelines on inspection and survey of accommodation ladders</p> <p>Revised Guidelines on control and compliance measures to enhance maritime security</p> <p>Harmonized PSC procedures</p> <p>Methodology for the in-depth analysis of annual PSC reports</p> <p>Survey guidelines under the HSSC (resolution A.948(23)) for MARPOL Annex VI and the BWM Convention</p>
5.4.1	Develop a strategy for the work related to the role of the human element including the chain of responsibility in maritime safety	Organizational strategy for addressing the role of the human element in safety, security and marine environment protection

High-level actions		Planned output of the Committees - 2006-2007
DEVELOPING AND MAINTAINING A COMPREHENSIVE FRAMEWORK FOR SAFE, SECURE, EFFICIENT AND ENVIRONMENTALLY SOUND SHIPPING		
6.1.1	Keep under review measures (e.g. ISPS Code) to enhance security for ships and port facilities including the ship/port interface and shipping lanes of strategic importance	Revised recommendations on the safe transport of dangerous cargoes and related activities in port areas (MSC/Circ.675) Guidelines and guidance on the implementation and interpretation of SOLAS chapter XI-2 and of the ISPS Code Self-assessment questionnaires as aids in the implementation and the maintenance of SOLAS chapter XI-2 Amendments to SOLAS, guidelines and performance standards for long-range identification and tracking of ships List of IMO instruments requiring review and amendment so as to include appropriate security-related provisions Train-the-trainer courses to enhance maritime safety and security measures Measures for container/supply chain security
6.1.2	Keep under review the adequacy of the legal framework to suppress unlawful acts against ships and fixed platforms through the SUA Convention and its Protocol	
6.2.1	Promulgate information on prevention and suppression of acts of piracy and armed robbery against ships	Monthly, quarterly and annual reports Revised guidance relating to the prevention of piracy and armed robbery to reflect current trends and behaviour patterns
6.2.2	Assist developing regions in their introduction and implementation of effective security measures and measures against piracy and armed robbery against ships	Global technical co-operation programme on maritime security and the IMSTF Technical co-operation activities related to a reduction of piracy and armed robbery reflected in the ITCF
6.3.1	Actively participate in work of the Joint IMO/ILO <i>Ad Hoc</i> Expert Working Groups on issues related to safeguarding the human rights of seafarers	Guidelines on the fair treatment of seafarers Advice on Guidelines on abandonment of seafarers and assessment of need for draft convention
6.3.2	Develop a strategy for the work related to the role of the human element in maritime security	Strategy on the role of human element in the enhancement of maritime security taking into account human rights, the work load on seafarers, the revised 1988 SUA Convention and its Protocol and developments relating to the revision of the STCW Convention
7.1.1	Monitor pollution and adverse impact on the marine environment caused by ships and their cargoes	Follow-up to GESAMP study on "Estimates of Oil Entering the Marine Environment from Sea Based Activities" Technical guidance to the Secretariat for the development, on the basis of reporting requirements under MARPOL, OPRC Convention and OPRC-HNS Protocol as well as other relevant sources of information, of a pollution incident information structure for regular reporting to the BLG and/or MEPC
7.1.2	Keep under review measures to reduce adverse impact on the marine environment by ships and their cargoes	Guidelines on ballast water management Approved ballast water management systems Approved list of active substances used by ballast water management systems A manual – "Ballast Water Management – How To Do It"

High-level actions		Planned output of the Committees - 2006-2007
DEVELOPING AND MAINTAINING A COMPREHENSIVE FRAMEWORK FOR SAFE, SECURE, EFFICIENT AND ENVIRONMENTALLY SOUND SHIPPING		
		<p>3rd BWM R and D symposium</p> <p>Policies on Practices Related to the Reduction of Greenhouse Gas Emissions from Ships (resolution A.963(23))</p> <p>Guidelines for ship CO₂ indexing</p> <p>Guidelines and other follow-up action on revised MARPOL Annex II</p> <p>Guidelines for the treatment of sewage (MARPOL Annex IV)</p> <p>Measures to promote implementation of the AFS Convention</p> <p>A draft legal instrument on ship recycling</p> <p>Designation of special areas and particularly sensitive sea areas and adoption of their associated protective measures</p> <p>Manual on oil spill risk evaluation and assessment of response preparedness</p> <p>Revised manual on administrative arrangements for oil spill response</p> <p>IMO/UNEP manual on natural resource damage assessment following major oil spills</p> <p>Guidance document on contingency planning, hazard evaluation, assessment and response to chemical spills</p> <p>OPRC-HNS Model Course</p>
7.1.3	Monitor and keep under review the provision of reception facilities in ports and their adequacy	<p>MEPC circulars on reception facilities</p> <p>Reports on inadequacy of port reception facilities</p> <p>Action Plan on port reception facilities</p>
7.1.4	Consider the need for the development of measures to prevent and control marine pollution from small craft	<p>Action Plan on prevention and control of marine pollution from small craft, including development of appropriate measures</p>
7.2.1	Keep under review the guidelines on the identification of places of refuge	<p>Bi-annual MSC circulars on designation of maritime assistance services (MAS)</p> <p>Revised guidelines on the identification of places of refuge with regard to marine environment protection</p>
7.2.2	Keep under review the adequacy of the legal framework	
7.2.3	Foster co-operation and mutual assistance between Member States under the provisions of the OPRC Convention and OPRC-HNS Protocol	<p>OPRC-HNS Protocol reflected in ITCF</p>
8.1	Promote wider acceptance of the FAL Convention and adoption of measures contained therein, to assist the Committee's effort and work towards the universal implementation of measures to facilitate international maritime traffic	<p>Report on status of FAL Convention</p>

High-level actions		Planned output of the Committees - 2006-2007
DEVELOPING AND MAINTAINING A COMPREHENSIVE FRAMEWORK FOR SAFE, SECURE, EFFICIENT AND ENVIRONMENTALLY SOUND SHIPPING		
8.2	Ensure that an appropriate balance is maintained between measures to enhance maritime security and measures to facilitate international maritime traffic	<p>FAL provisions compatible with the provisions in chapter XI-2 of SOLAS and the ISPS Code</p> <p>A standard Form for pre-arrival security information</p> <p>Access procedures at the ship/port interface for public officers and service providers visiting a vessel</p> <p>Security procedures on port servicing craft</p> <p>Procedures to facilitate the seafarers access in and out of a port facility during shore leave</p> <p>Documentation required by passengers, particularly transit cruise passengers, to ensure their smooth flow through the port</p> <p>Procedures for cargo and baggage clearance through a port facility</p> <p>Measures for the resolution of problems resulting between port facilities and vessels</p>
8.3	Encourage the use of information and communication technology to drive continuous improvement and innovation in the facilitation of maritime traffic	<p>Information and communication technology solutions and standards for use by Public Authorities could use to facilitate procedures for visiting ships, their cargo, crews and passengers</p> <p>Revised IMO Compendium of Facilitation and Electronic Business</p> <p>Available technologies to demonstrate to Public Authorities and other stakeholders</p> <p>Model "Single Window" for maritime transport</p> <p>Information technology solutions (e.g. electronic signature) to facilitate the process of clearing the ship, its cargo, passengers and crew</p>
9.1	Identify the development needs of SIDS and LDC	Report on the attention given by the Committees to SIDS and LDC
10.1	Develop goal-based standards for the design and construction of new ships	<p>A goal-based standards concept</p> <p>Further development of the methodology</p> <p>Proposals for amendments to Conventions</p>

High-level actions		Planned output of the Committees - 2006-2007
ENHANCING THE PROFILE OF SHIPPING, QUALITY CULTURE AND ENVIRONMENTAL CONSCIENCE		
11.1.1	Raise awareness of the role of international shipping in world trade and the global economy and the importance of the Organization's role	Guidance on demonstrating linkage between safe, secure, efficient and environmentally friendly maritime transport infrastructure and the achievement of the Millennium Developments Goals Measures to promote the "IMO Children's Ambassador" concept in collaboration with junior marine environment protection associations worldwide
11.2.1	Actively promote and encourage the development of community relations programmes	Guidelines on development of such programmes in the ITCP
12.1.1	Use formal safety assessment techniques in the development of technical standards	Reports of the Group of Experts on FSA
12.1.2	Use risk-based tools that take account of costs and the human element in the development of operational standards	Guidelines for all sub-committees on casualty analysis processes
12.2.1	Keep under review the effectiveness of the ISM Code with regard to safety and protection of the marine environment	Report of study undertaken by the Group of Experts on the impact and effectiveness of the ISM Code Amendments to the ISM Code and to the related guidelines for its implementation (resolution A.913(22))
12.3.1	Consider the wider dissemination of information, analyses and decisions, taking account of the financial implications	Guidance to the Secretariat on the development of GISIS and on access to information
12.4.1	Raise awareness of the chain of responsibility concept among all stakeholders through organizations that have consultative status	No planned output 2006-2007
13.2.1	Consider the wider dissemination of information, analyses and decisions, taking account of the financial implications	Guidance to the Secretariat on the development of GISIS and on access to information

ANNEX 4

Reporting cycle - biennium 2006-2007					
	June Year 1	November Year 1	June Year 2	September Year 2 CWGSP	November Year 2
Council	<p>Committee reports on work done and achievement of priorities since last session</p> <p>Annual Report of Secretary-General for 2005, consolidating the financial report and achievements, output, achievement of priorities, etc., and an analysis of PI data</p>	<p>Committee reports on work and achievement of priorities since last session</p> <p>Budget performance report consolidating financial review and priorities achieved based on actual data to 30 September and estimated outturn for the year</p> <p>Review of budget appropriation for second year</p>	<p>Committee reports on work and priorities achieved since last session</p> <p>Annual Report of Secretary-General for 2006 consolidating financial report, achievements, output, priorities achieved, etc., and an analysis of PI data</p> <p>Consideration of priorities and budget for 2008-2009</p> <p>Consider Committees high-level action plans and priorities for 2008-2009</p>	<p>Review of data presented in Secretary-General's annual report for 2006 and PI trends</p> <p>Review of the Strategic Plan, high-level action plans, priorities 2008-2009 in the light of decisions made by Council</p> <p>Review reporting arrangements</p>	<p>Committees report on work done and priorities achieved since last session</p> <p>Budget performance report for year 2. Financial reviews and priorities delivered by 30th September and estimated final outturn for the year</p> <p>Adoption of CWGSP report and its recommendation</p> <p>Updated budget, Strategic Plan, high-level action plans and priorities for 2008-2009</p>
Committees	<p>Conduct work and meetings in accordance with priorities set and reports to Council on the work done</p>	<p>Conduct work and meetings in accordance with priorities set and reports to Council on the work done</p>	<p>Conduct work and meetings in accordance with priorities set and reports to Council on the work done</p> <p>Propose priorities for 2008-2009</p>		<p>Conduct work and meetings in accordance with priorities set and reports to Council on the work done</p> <p>Finalize work programme and priorities for 2008-2009</p>
Assembly					<p>Adoption of revised Strategic Plan, high-level action plan, priorities and budget for 2008-2009</p> <p>Council and Committee reports on work done since previous Assembly</p>